

FIG. 1

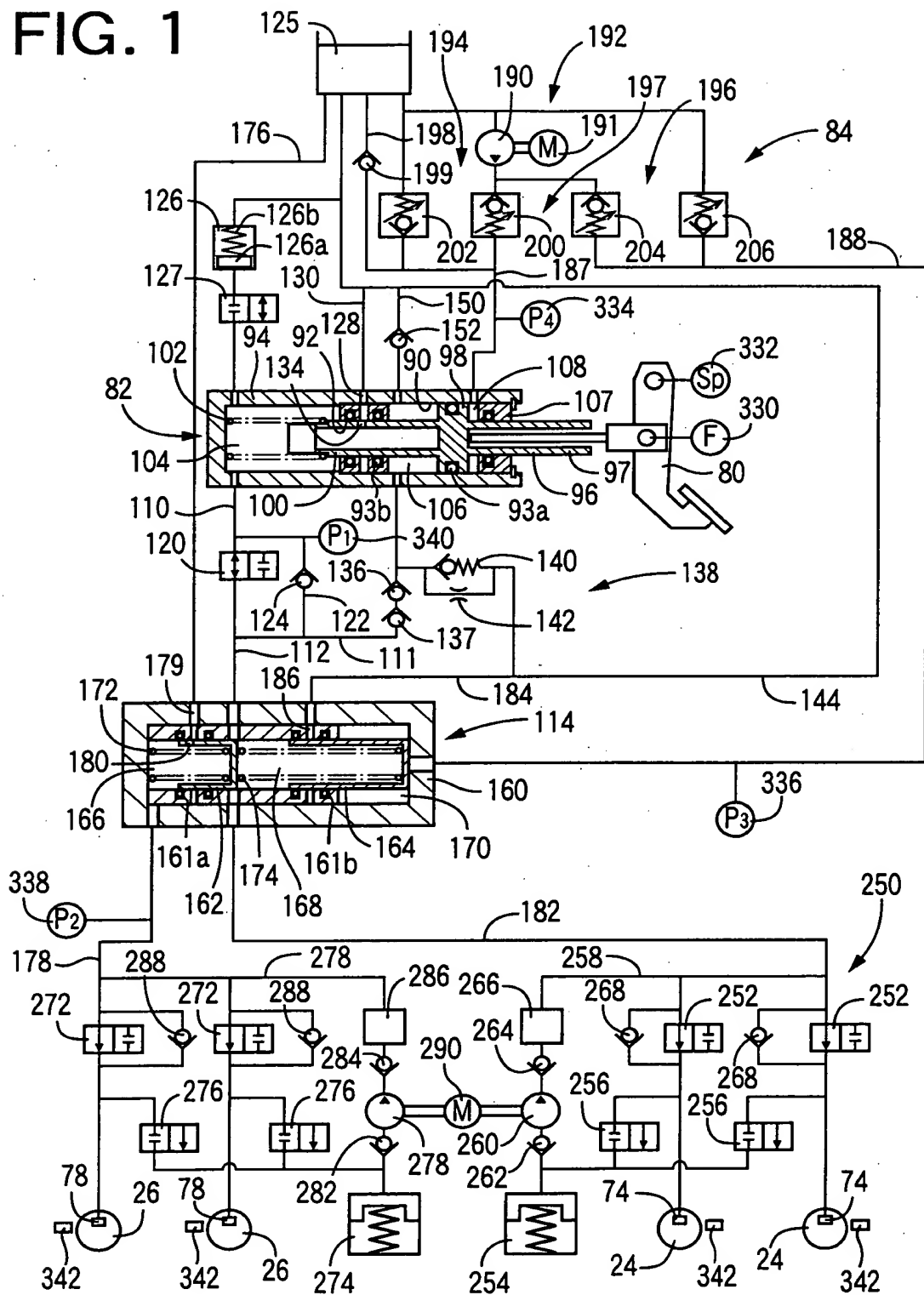


FIG. 2A

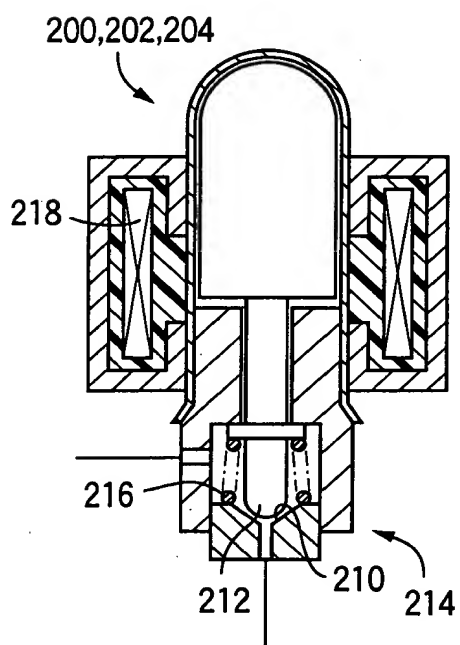
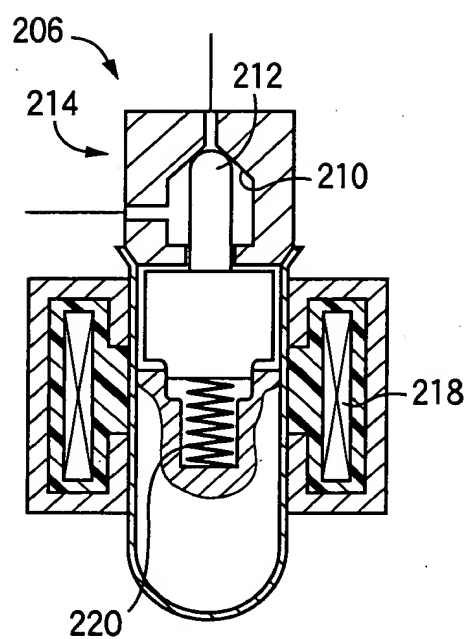


FIG. 2B



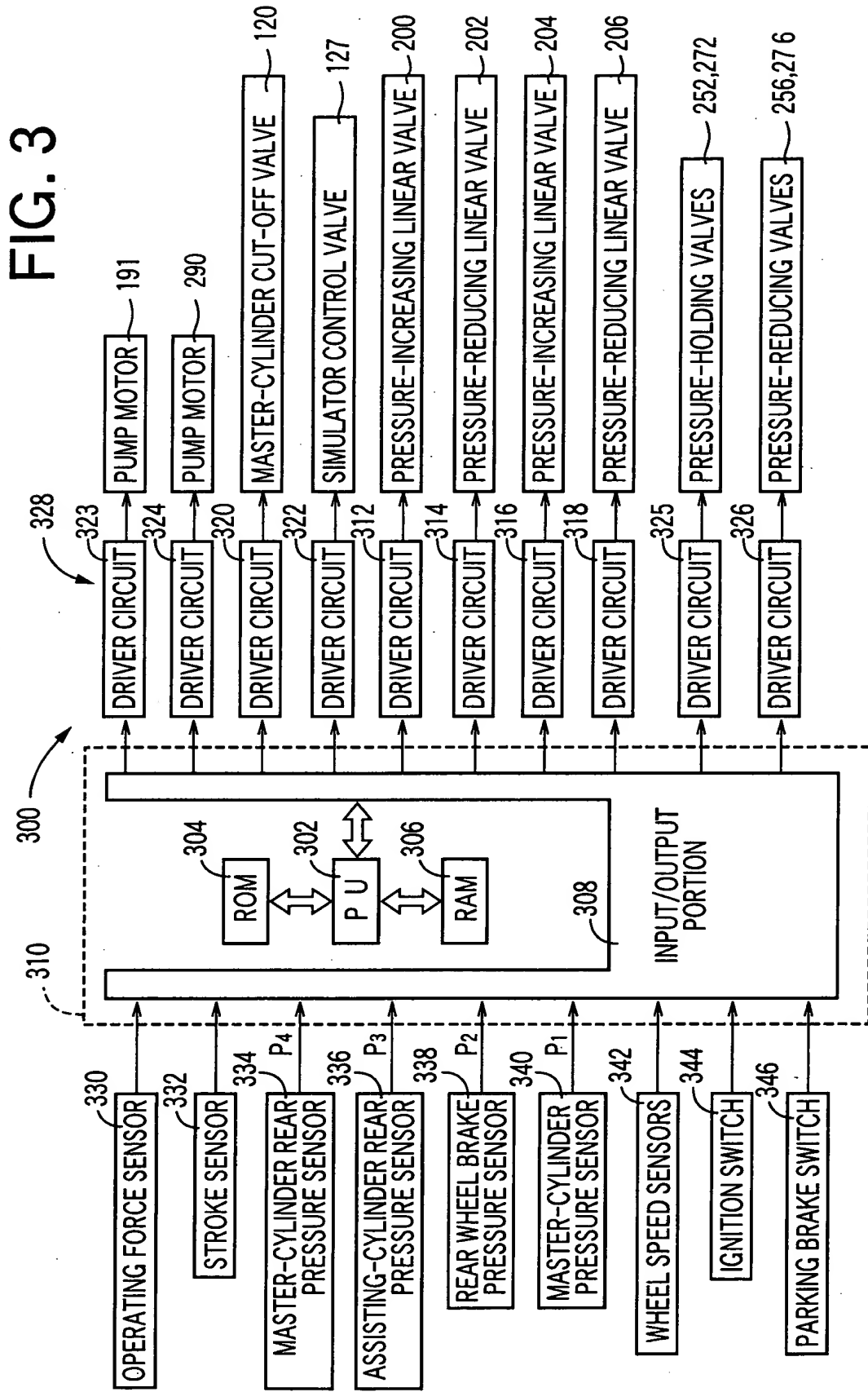


FIG. 4

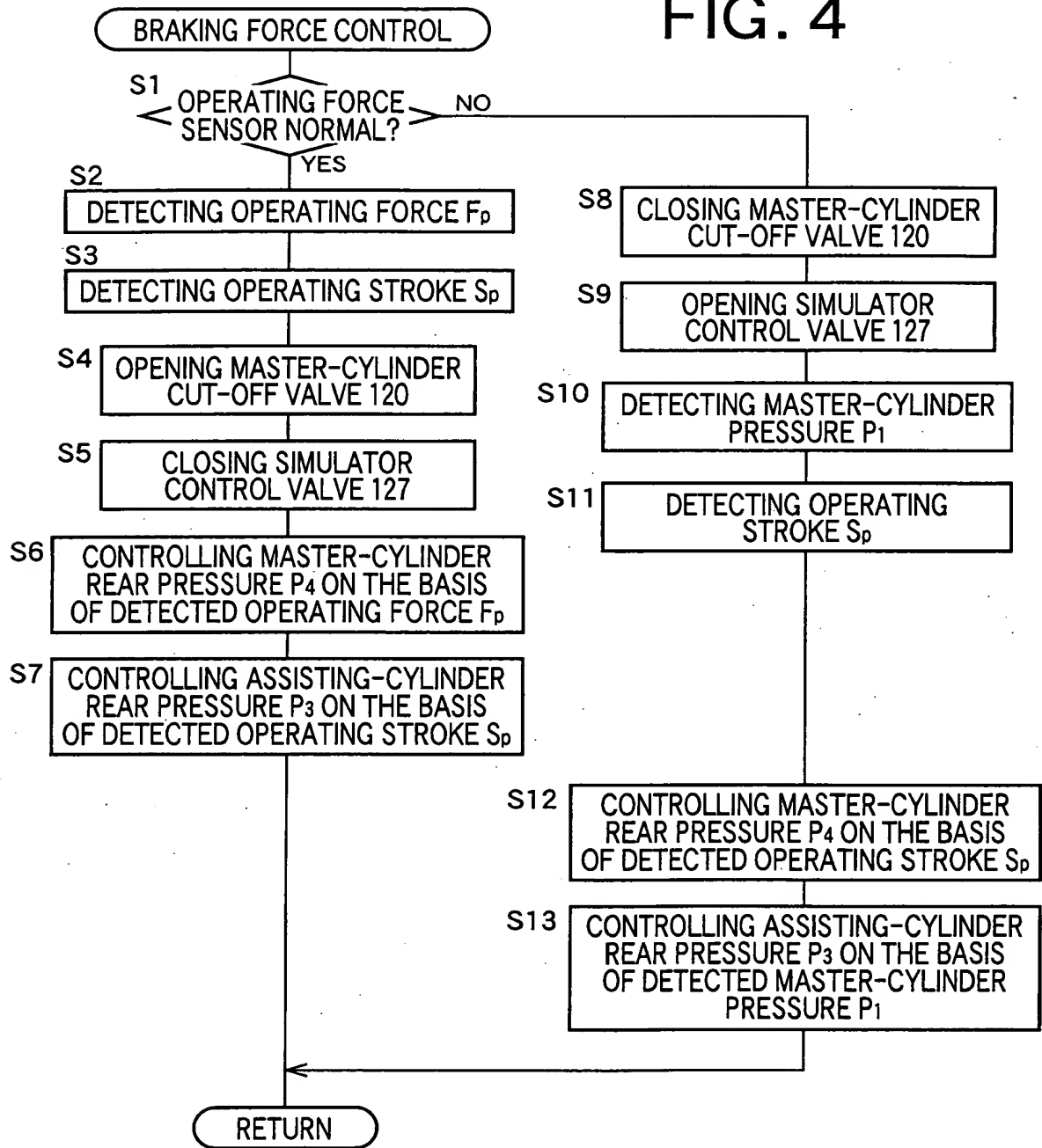


FIG. 5

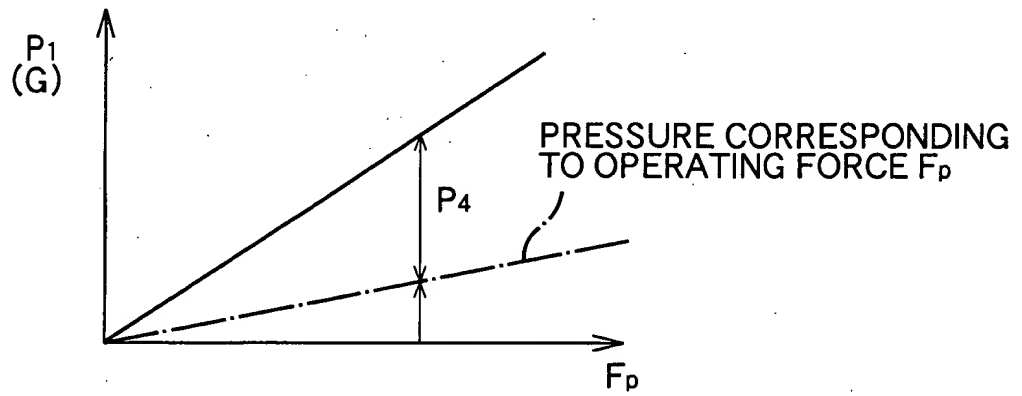


FIG. 6

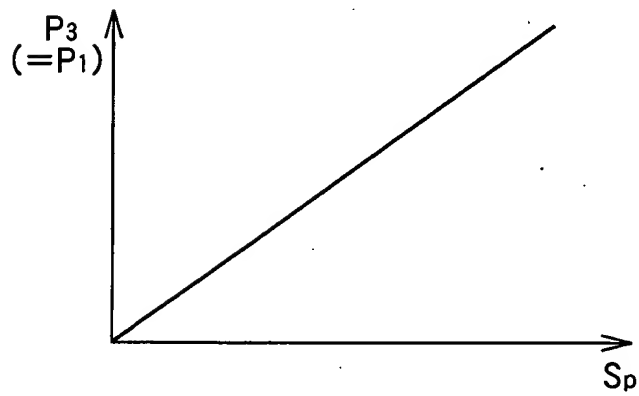


FIG. 7

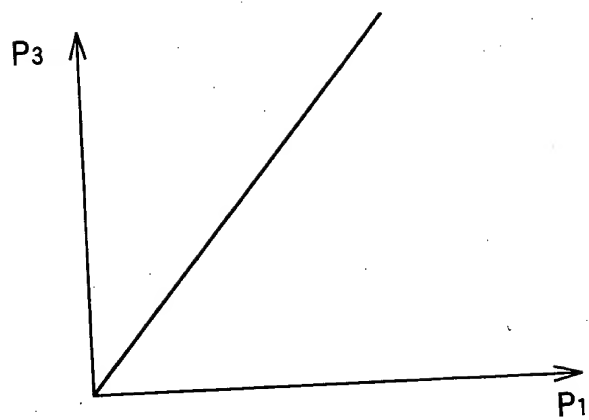


FIG. 8

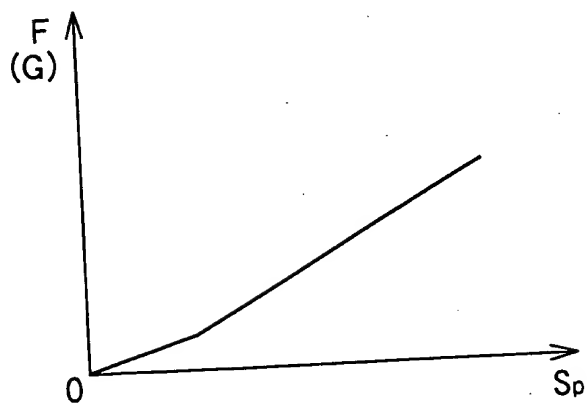


FIG. 9

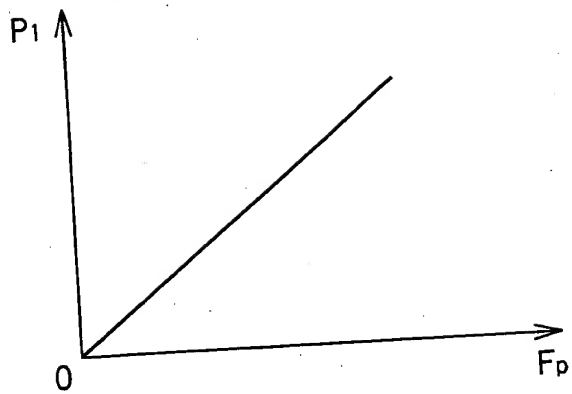


FIG. 10

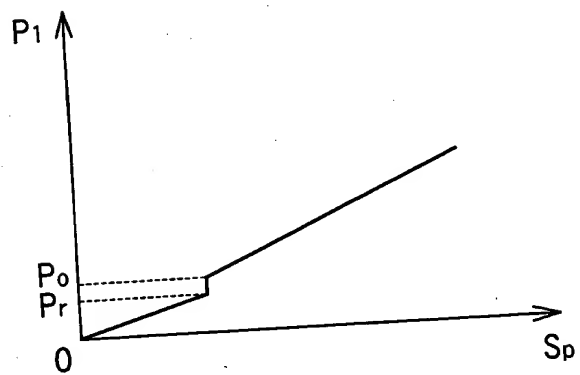


FIG. 11

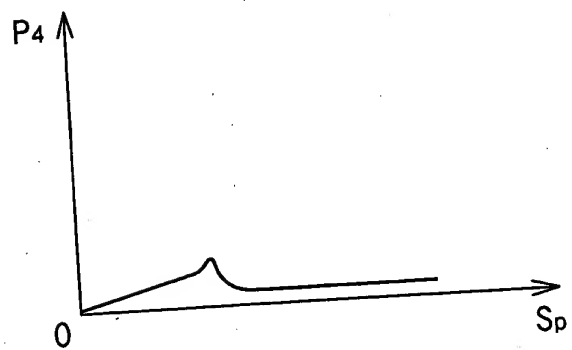


FIG. 12

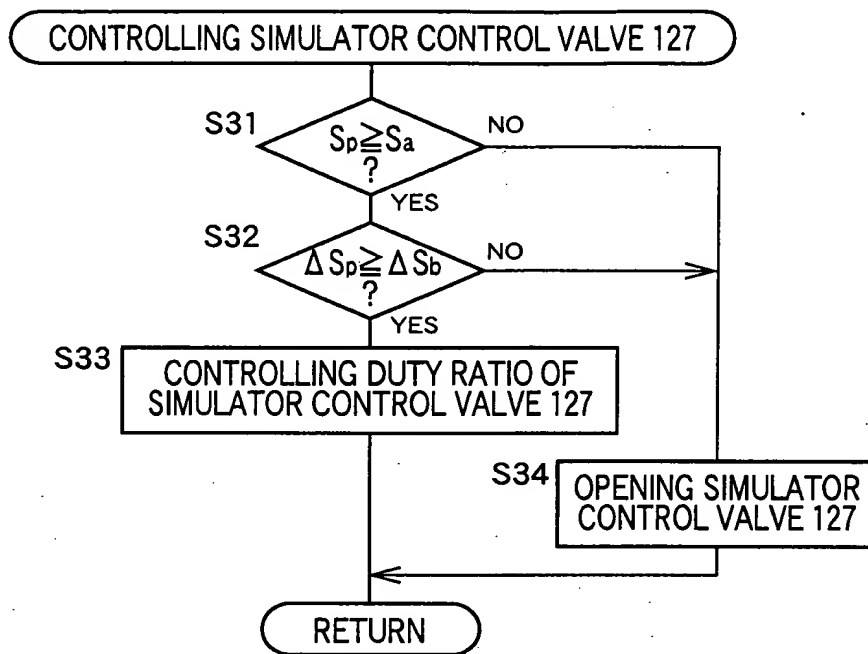
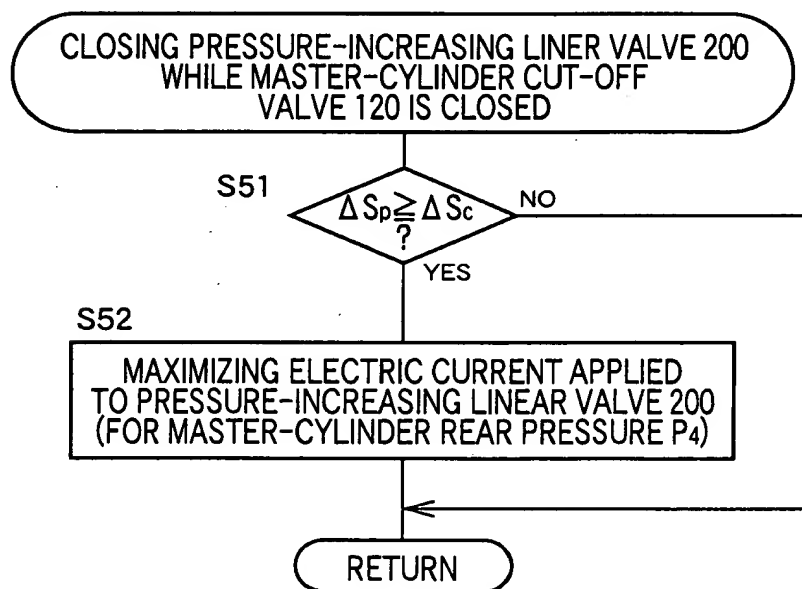


FIG. 13



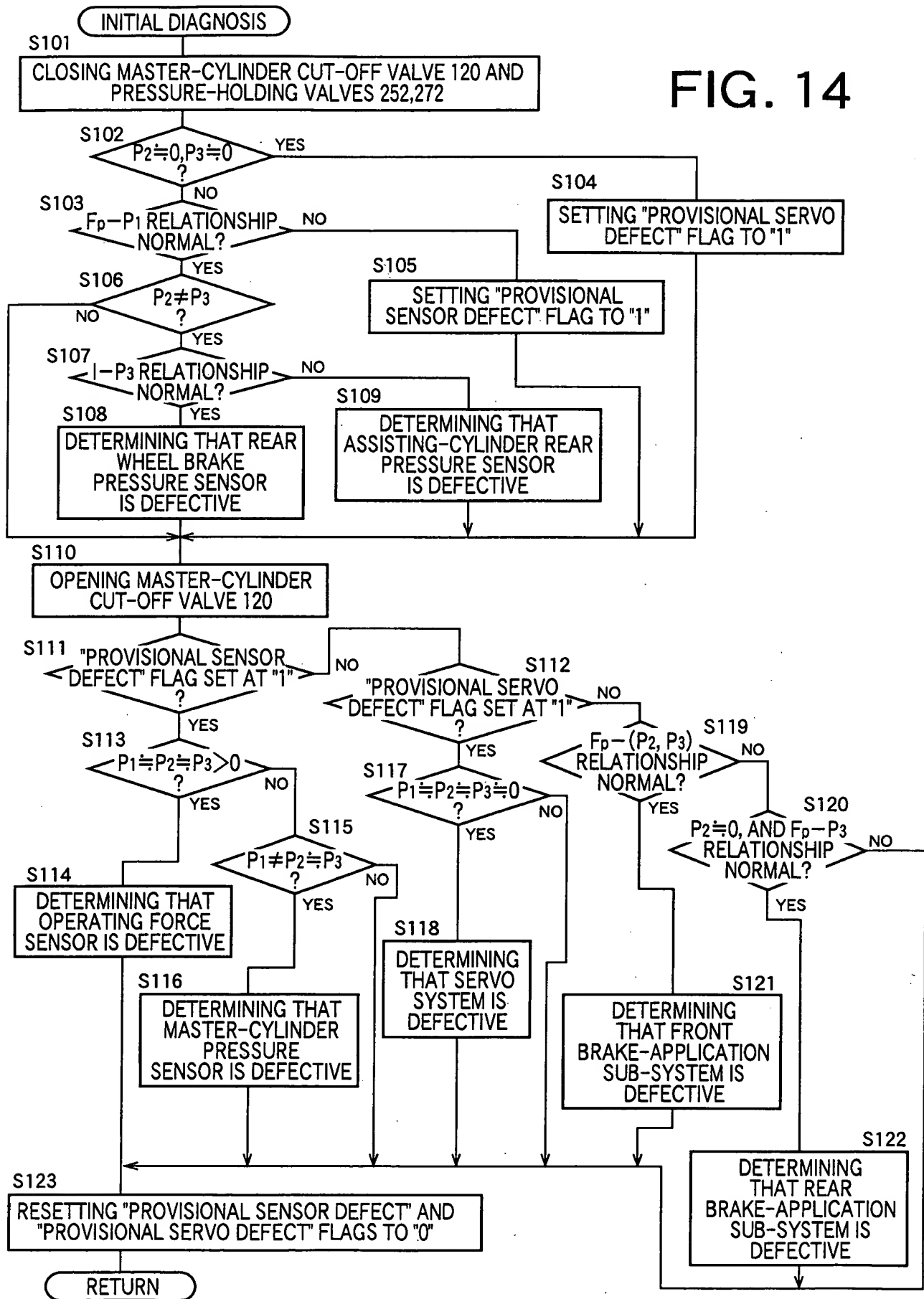
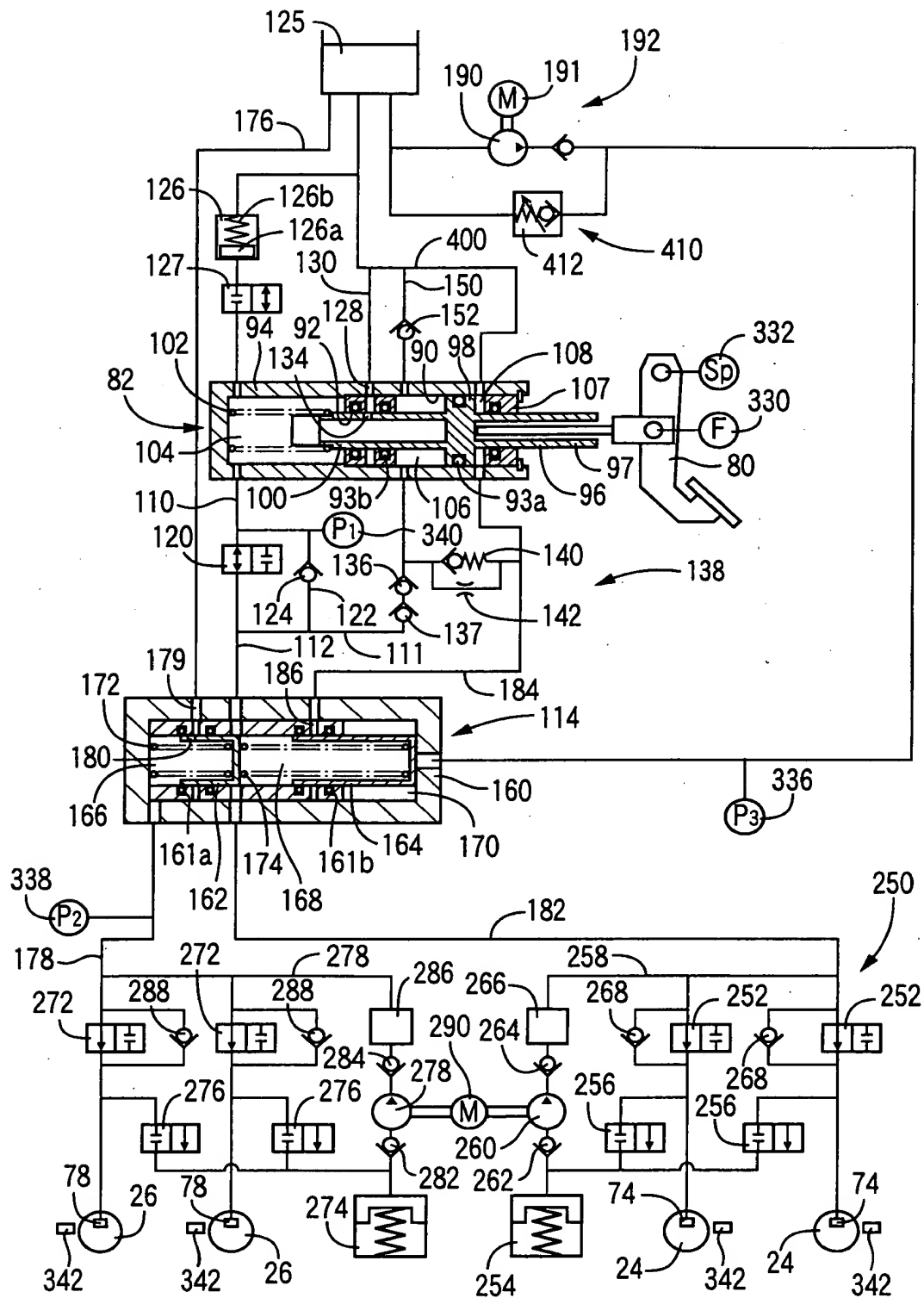


FIG. 15

MASTER-CYLINDER CUT-OFF VALVE 120		ELEMENTS DETERMINED TO BE DEFECTIVE
IN CLOSED STATE	IN OPEN STATE	
$P_2, P_3 \approx 0$	$P_1, P_2, P_3 \approx 0$	DEFECTIVE SERVO SYSTEM
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 = P_2 = P_3$	DEFECTIVE OPERATING- FORCE SENSOR 330
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 \neq P_2 = P_3$	DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340
$P_2 \neq P_3$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	$(P_1 \neq P_2)$	DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338
	$P_1 \approx 0$, AND NORMAL $F_P \cdot P_2, P_3$ RELATIONSHIP	DEFECTIVE FRONT SUB- SYSTEM
	$P_2 \approx 0$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	DEFECTIVE REAR SUB- SYSTEM

FIG. 15

FIG. 16



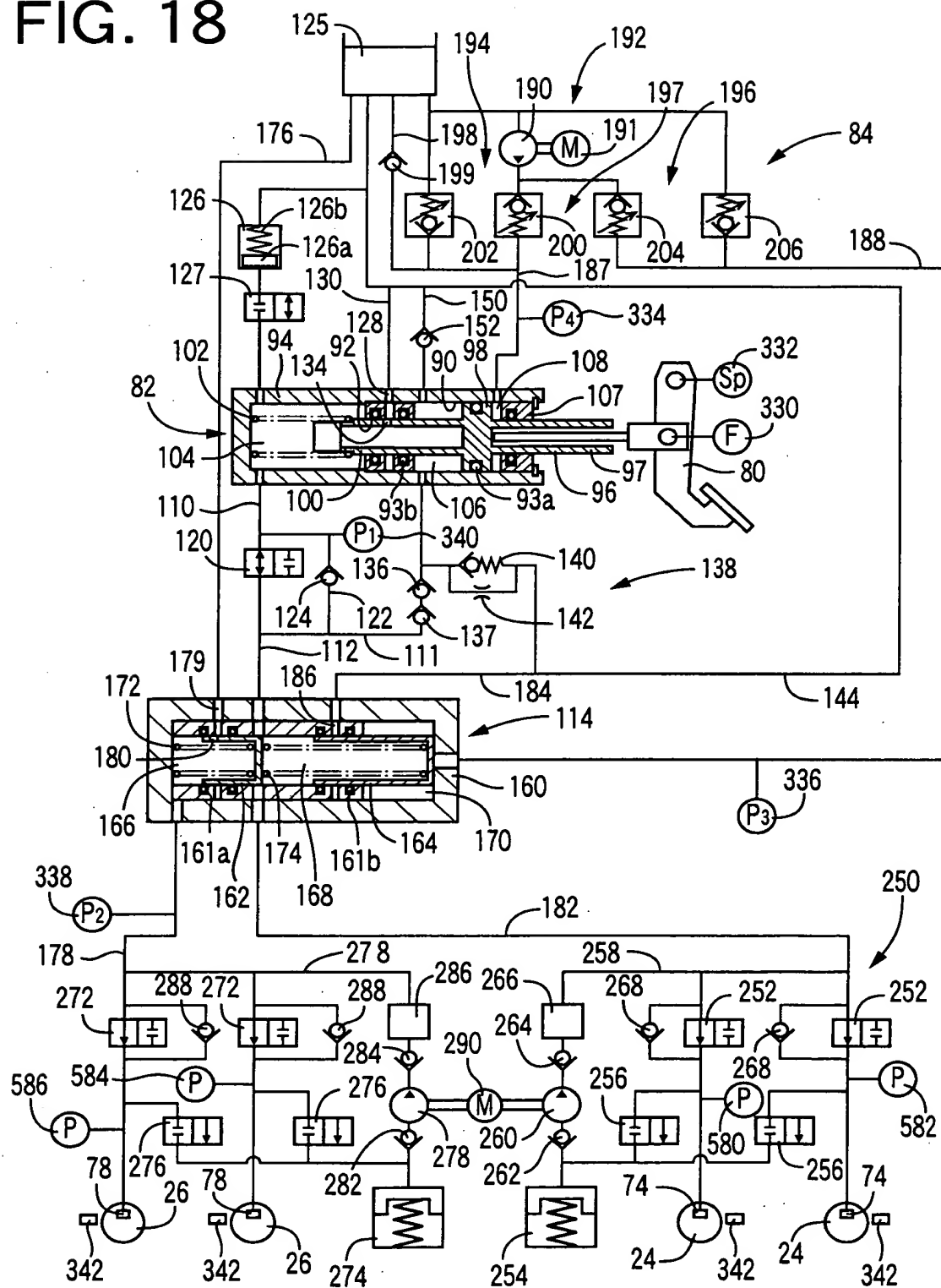
[illegible]

FIG. 19

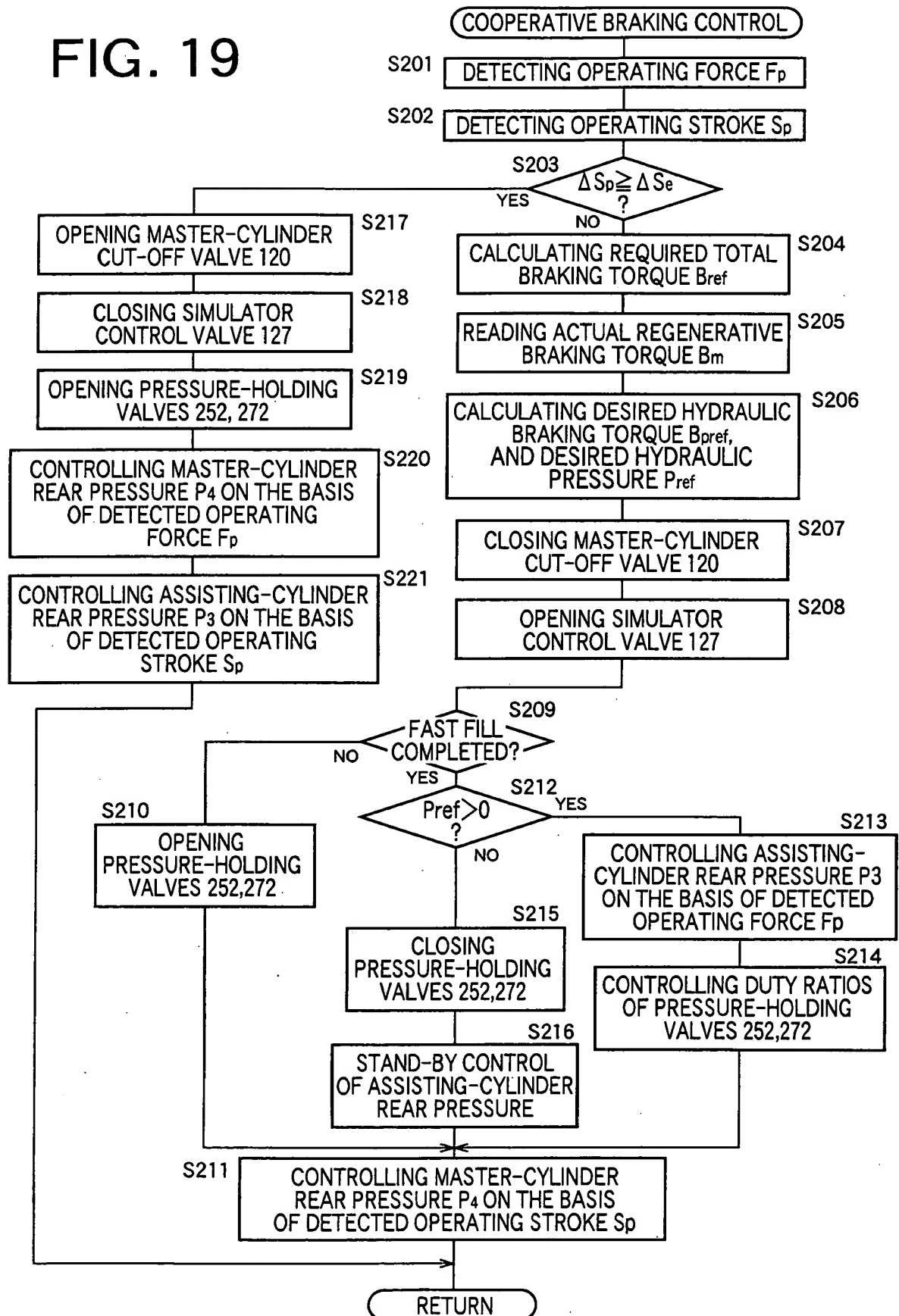


FIG. 20

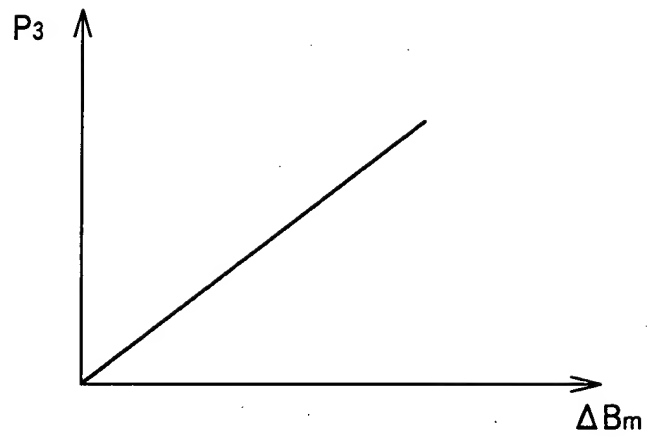


FIG. 21

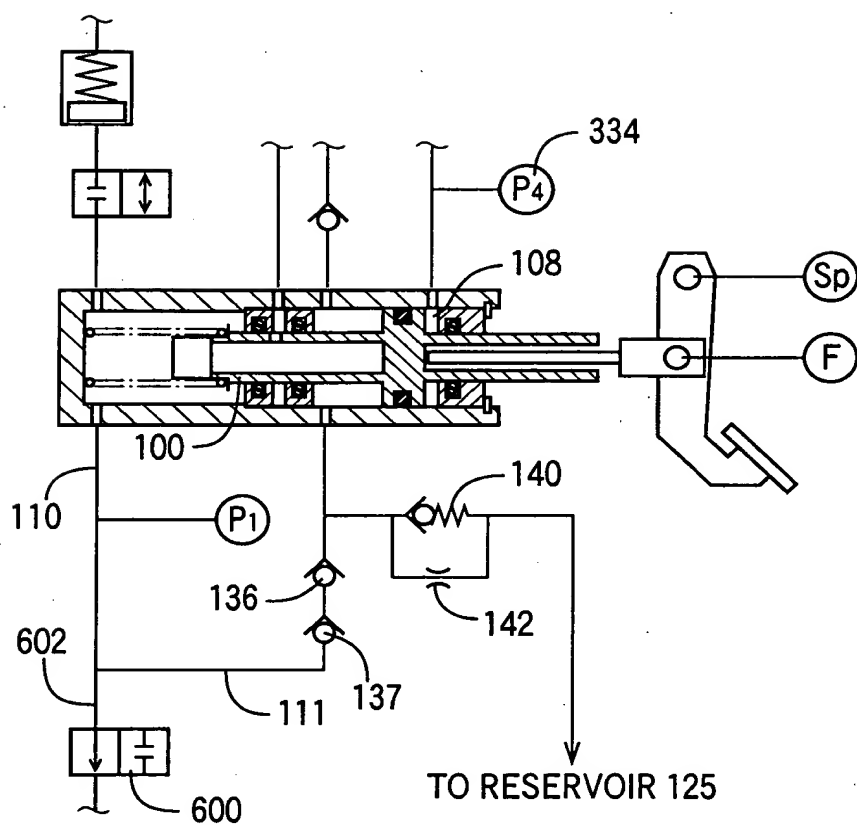


FIG. 22

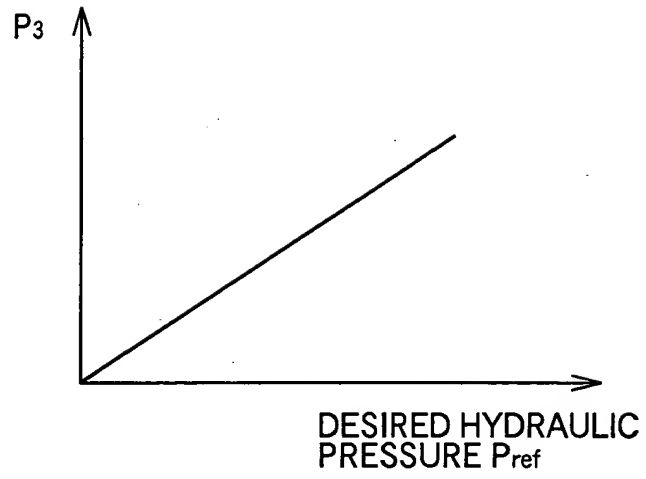


FIG. 23

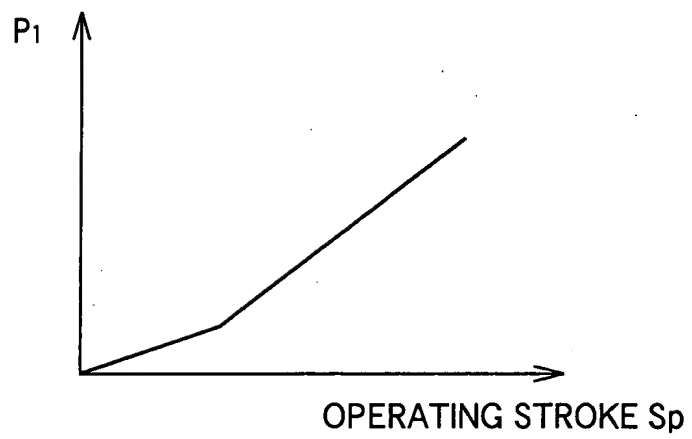


FIG. 24

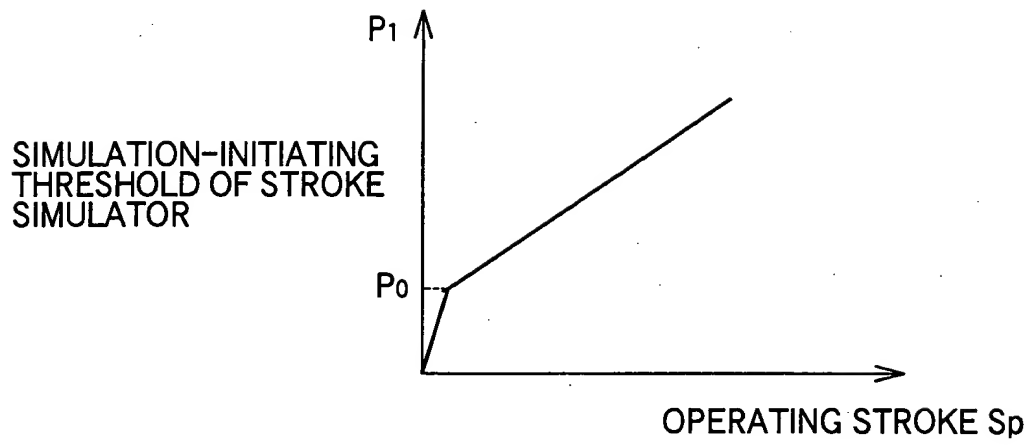


FIG. 25

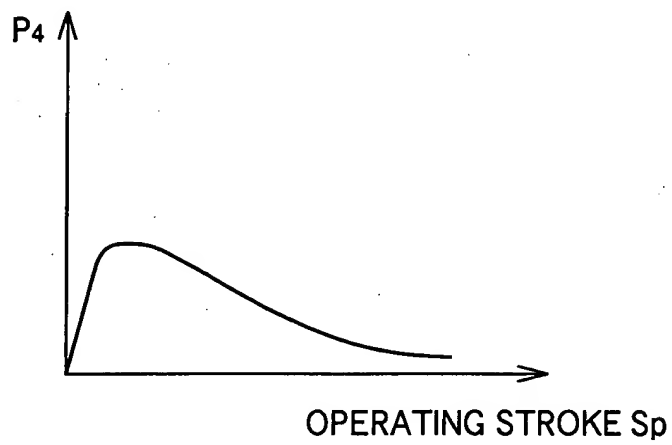


FIG. 26

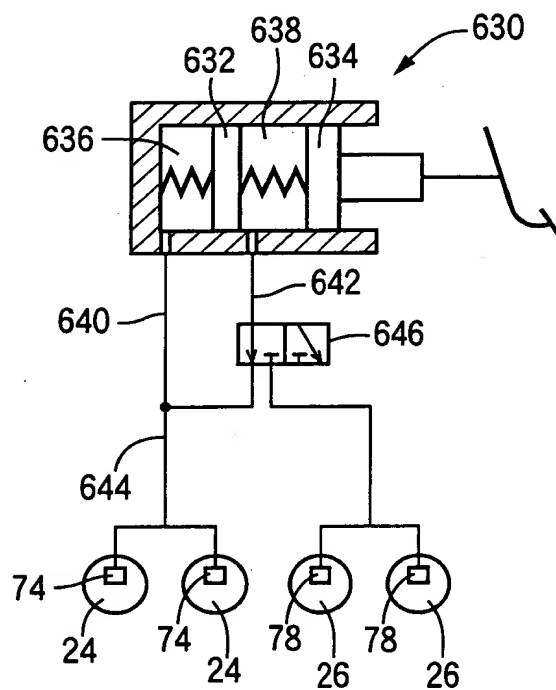
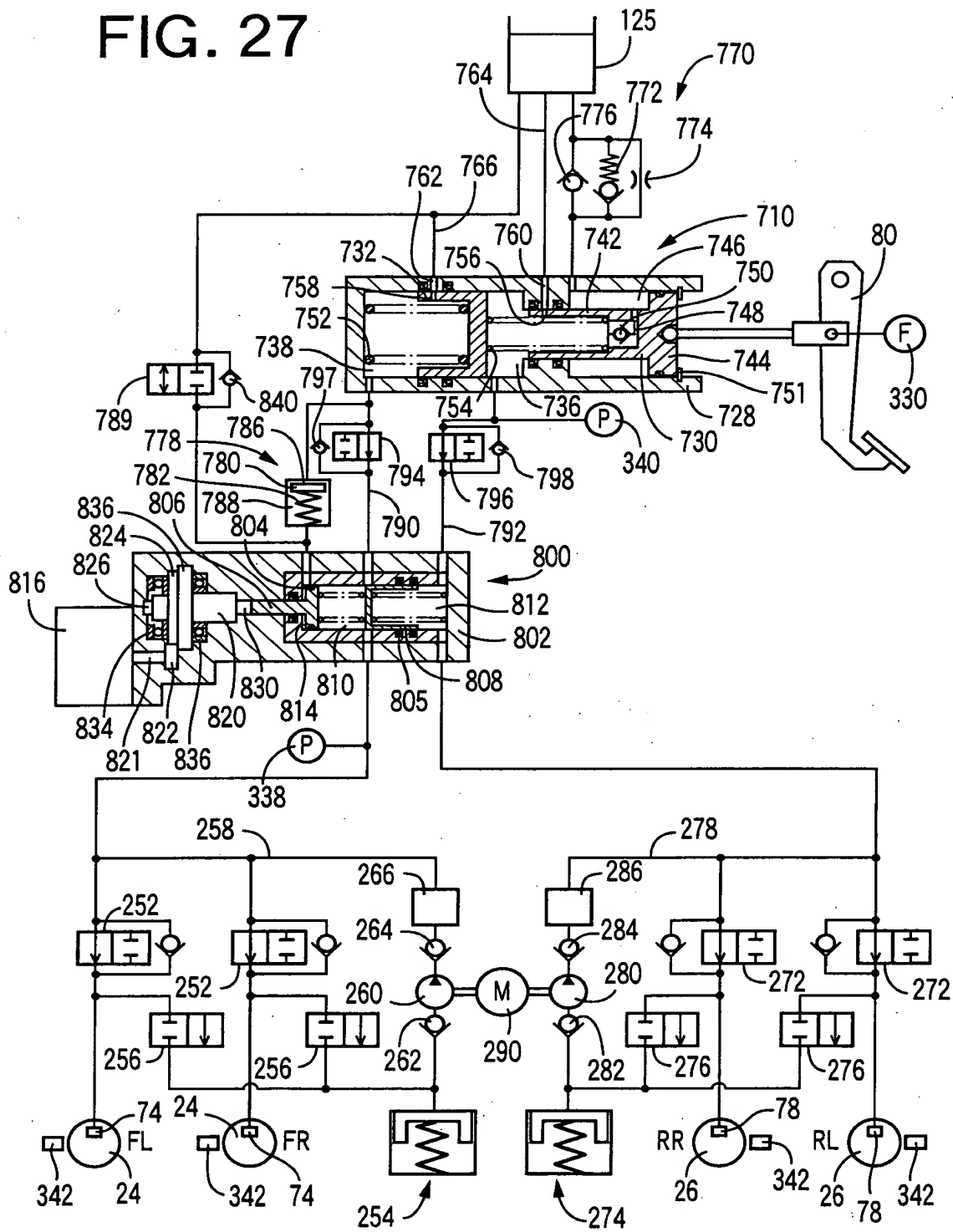


FIG. 26

FIG. 27



[illegible]